

Central
Motor
Lines

CHAUFFEURS, TEAMSTERS & HELPERS

LOCAL No. 391



BUSINESS OFFICE
P. O. Box 11298
GREENSBORO 9, N. C.

WINSTON-SALEM, N. C. 725-5994
GREENSBORO, N. C. 273-7389
KERNERSVILLE, N. C. 993-2163

APPLIATED WITH INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA
EASTERN CONFERENCE OF TEAMSTERS

July 12, 1963

CAROLINA JOINT COUNCIL NO. 9

ADMINISTRATIVE FILE

Central Motor Lines, Inc.

x 2710 x 391

Mr. Richard Kavner
International Brotherhood of Teamsters
2801 Trumbull Avenue
Detroit 16, Michigan

Dear Sir and Brother:

As you probably are aware, there are two groups of drivers domiciled at Central Motor Lines, Inc. in Greensboro, N. C. There is a Western group who are members of Local Union No. 710 out of Chicago, Ill. and an Eastern group who are members of Local Union No. 391 out of Greensboro, N. C.


We were advised by Mr. J. K. Hall that company rules covering these drivers are the same and are applied the same. Below are the rules for both the Western Operations and the Eastern Operations:

Western Operations - Company Rules - Section B - Paragraph 11 - Logs - Falsification of logs is a violation of Company Rules and such violation will, in addition, be reported to the Interstate Commerce Commission. This section further reads: Violation of rules contained in Section B (Rules 5-11) shall result in: FIRST OFFENSE - Suspension for one week. SECOND OFFENSE - Dismissal.

Eastern Operations - Company Rules - Section A - Paragraph 5 - Logs - Falsification of logs is a violation of Company Rules and such violation will, in addition, be reported to the Interstate Commerce Commission. This section further reads: Violation of rules contained in Section A (Rules 1-8) shall result in immediate dismissal by written notice to the driver, with a copy to the Union.

I have not checked the rules for any further discrepancy as this was the rule in which we were particularly interested. However, as you can see, there definitely a difference in these rules covering Western and Eastern Operations.

Regarding running time. The Company stated that the men were given a two hour tolerance. I am enclosed a "Published Instruction" on Intransit Times for Eastern Long-Line Drivers which is self-explanatory.

 Make the Highways Safer by Employing Union Drivers

Mr. Richard Kavner

July 12, 1963

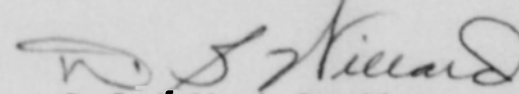
Page No. 2

Also, at the request of Mr. Lee Roy Stack, I am enclosing photocopies of:
1. Pay Slip for period ending June 24, 1963 for L. R. Stack; 2. Driver's
Daily Log for June 20, 1963 for L. R. Stack, and; 3. Driver's Daily Log
for June 20, 1963 for Ernest A. Jones, who was Mr. Stack's co-driver on
this particular trip.

If there is any additional information you need on this, or if I can be of
any further assistance in this matter, please do not hesitate to get in touch
with me.

With all good wishes, I am

Fraternaly yours,



D. S. Willard, President
Teamsters Local Union No. 391

DSW/cht

Enclosures

February 20, 1963
File 360.10

PUBLISHED INSTRUCTIONS
Intransit Times

East No. 1

All Eastern Long-Line Drivers:

The following intransit times (elapsed trip time) are effective
on the eastern operation between Greensboro and:

Clifton	17 hours
Philadelphia	14½ hours
Baltimore	10 hours

A 30-minute tolerance may be allowed on the above times.

Scheduled intransit times are for two purposes, primarily:

1. To promote safe driving habits within prescribed speed limits and to eliminate speeding in order to improve a position on the dispatch board.
2. To eliminate unnecessary delay of loads and to co-ordinate the line-haul and terminal operations

Service is vitally important today in continuing our job security. Competition from other motor carriers and rail piggy-back demands that our freight be moved without delay or loss of business be suffered. Lost business means lost jobs.

ral Manager

cc: Messrs J. W. Martin
H. C. Cody
Local Union 391

NAME: **L. R. STACK** PAY ENDING: **JUN 24 1963** GROSS WAGES: **194.77**

DESTINATION	UNIT NO.	MILEAGE	BREAKDOWN		LAYOVER		DELAY		DROP/P.U.		SWITCHES		HOLIDAY
			HRS	AMT	HRS	AMT	HRS	AMT	HRS	AMT	HRS	AMT	
GREENSBORO-CLIFTON	847	19.21											
GREENSBORO, PHILA													
BALTIMORE													
From 8:00 to 4:00	847	.41											

DRIVER'S DAILY LOG
 Form approved: Budget Bureau No. 60-8253-2
 ORIGINAL - File each day at home terminal for one year
 DUPLICATE - Driver retains in his possession for one year

(Day) (Year) (Total mileage today) I certify these entries are true and correct:

(Name of Carrier) **L. R. Stack** (Driver's signature in full) **L. R. Stack**
 (Main Office Address) **Greensboro, N.C.** (Home Terminal Address)

MID-NIGHT 1 2 3 4 5 6 7 8 9 10 11 NOON 1 2 3 4 5 6 7 8 9 10 11 Total Hours

OFF DUTY
 DRIVING
 IN DUTY (Not Driving)

REMARKS:

FROM: (Starting point or place) TO: **log sheet taken out by someone** (Destination or turn around point or place)
 USE TIME STANDARD AT HOME TERMINAL

QSC 10 - Provided by the
STATE FINANCE COMMISSION
WH, S. S.

DRIVER'S DAILY LOG

(One calendar day - 24 hours)

Form approved, Budget Bureau No. 60-2253-2

ORIGINAL - File each day at home terminal for one year
DUPLICATE - Driver retains in his possession for one month

(in) (Day) (Year) (Total mileage today)

(Vehicle or State license number)

I certify these entries are true and correct:

(Name of Carrier)

(Driver's signature in full)

(Main Office Address)

(Home Terminal Address)

	MID-NIGHT	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	Total Hours
ON DUTY																									
OFF DUTY																									
TRAVELING																									
ON DUTY (Driving)																									
MARK																									

Use this line to enter name of place you reported and where released from work and when and where each change of duty occurred. Explain omissions as provided in Rule 9 (c)

FROM: (Starting point or place)

TO:

(Destination or turn around point or place)

USE TIME STANDARD AT HOME TERMINAL
(If driver on duty when 10:00 AM, 10:00 PM, 10:00 PM, 10:00 PM)

CHAUFFEURS, TEAMSTERS & HELPERS

LOCAL No. 391

BUSINESS OFFICE
P. O. Box 11298
GREENSBORO 9, N. C.

WINSTON-SALEM, N. C. 725-5994
GREENSBORO, N. C. 273-7389
FARMERSVILLE, N. C. 903-2163

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EASTERN CONFERENCE OF TEAMSTERS

July 12, 1963

CAROLINA JOINT COUNCIL NO. 9

ADMINISTRATIVE FILE

Central Motor Lines, Inc.
X 2710 X 391
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International Brotherhood of Teamsters
2801 Trumbull Avenue
Detroit 16, Michigan

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Eastern Operations - Company Rules - Section A - Paragraph 5 - Logs - Falsification of logs is a violation of Company Rules and such violation will, in addition, be reported to the Interstate Commerce Commission. This section further reads: Violation of rules contained in Section A (Rules 1-5) shall result in immediate dismissal by written notice to the driver, with a copy to the Union.

I have not checked the rules for any further discrepancy as this was the rule in which we were particularly interested. However, as you can see, there definitely is a difference in these rules covering Western and Eastern Operations.

Regarding running time. The Company stated that the men were given a two hour tolerance. I am enclosed a "Published Instruction" on Transit Times for Eastern Long-Line Drivers which is self-explanatory.

Mr. Richard J. Kerner

July 12, 1963

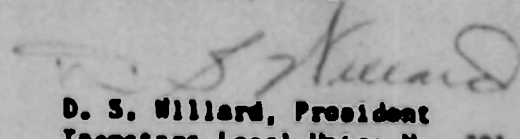
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Praternelly yours,


D. S. Willard, President
Teamsters Local Union No. 391

DSW/cht

Enclosures

February 20, 1963
File 360.10

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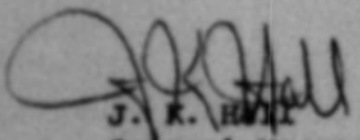
Clifton	-	17 hours
Philadelphia	-	14½ hours
Baltimore	-	10 hours

A 30-minute tolerance may be allowed on the above times.

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1. To promote safe driving habits within prescribed speed limits and to eliminate speeding in order to improve a position on the dispatch board.
2. To eliminate unnecessary delay of loads and to co-ordinate the line-haul and terminal operations

Service is vitally important today in continuing our job security. Competition from other motor carriers and rail piggy-back demands that our freight be moved without delay or loss of business be suffered. Lost business means lost jobs.


J. K. Hall
General Manager

cc: Messrs. J. W. Martin
M. C. Cody
Local Union 391

Form approved, Budget Bureau No. 06-1255-2

DRIVER'S DAILY LOG

File each day at home terminal for one year
DUPLICATE - Driver retains in his possession for one month

(Day) (Year) (Total mileage today)

(Name of Carrier)

(Vehicle or State license number)

(Driver's signature in full) *Ray Clark*

(Home Terminal Address) *Wilmington, N.C.*

Hour	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Total (Miles)
IN DUTY																								
OFF DUTY																								
REMARKS	<i>Log sheet taken out by someone</i>																							

FROM: (Starting point or place)

TO: (Destination or turn around point or place)

USE TIME STANDARD AT HOME TERMINAL

PRINTED RELEASE PAPER BY THE BUREAU OF PUBLIC AFFAIRS

DATE OF THIS ENTRY

DATE OF TURN AROUND POINT OR PLACE

DRIVER'S DAILY LOG
(One twenty-day — 24 hours)

Form approved, Budget Bureau No. 50, 4253-2

ORIGINAL - File with log; if none retained for one year
DUPLICATE - Driver retains in his possession for one month

5-7 16-7
(Vehicle or State license number)

I certify these entries are true and correct:

(Name of Carrier)
(Main Office Address)
(Home Terminal Address)

(Driver's signature in full)

	1	2	3	4	5	6	7	8	9	10	11	NOON	1	2	3	4	5	6	7	8	9	10	11	Total Hours
ON DUTY																								
OFF DUTY																								
ON DUTY																								
OFF DUTY																								
ON DUTY																								
OFF DUTY																								

USE TIME STANDARD AT HOME TERMINAL

(Starting point or place) TO: (Destination or turn around point or place)

ADMINISTRATIVE FILE

Central Motor Lines
X. Shingby, John T. (atty)
X

March 25, 1963

Mr. J. K. Hall
General Manager
Central Motor Lines
P.O. Box 1067
Charlotte 1, North Carolina

Dear Joe:

In reply to your letter of February 15, one of the companies I represent had purchased Mack sleeper cab trailers to be delivered in the latter part of December, 1961, or the early part of January, 1962, but since there was a strike they were unable to effect this delivery prior to February 1, 1962.

Realizing that the Over-the-Road Freight Agreement provided: "Effective February 1, 1962, sleeper cabs on all new equipment must be provided with air-conditioning or a mechanical cooling system and heating appliances. In the event of mechanical failure of such air-conditioning and heating appliances, repairs shall be made at the point of destination if normal repair facilities are there available, or if not, at the home terminal. A Joint Committee shall study this problem and report within one year." the question arose as to whether the purchase order would have to be changed to provide for air conditioning or mechanical cooling system. Realizing that a Joint Committee composed of Union and Employer representatives had been set up to handle this problem, I contacted Mr. James R. Hoffa, Chairman of the Union members, to ascertain the status of the findings of the Committee.

Mr. Hoffa advised me that the existing air conditioning or mechanical cooling system which had been placed upon sleeper cab trailers were not operating satisfactorily and were doing irreparable damage to the equipment. He further stated that additional studies would have to be made and that this section of the contract would not be effective February 1, 1962, but had been extended to July 1, 1962. As you recall, I advised you that this applied to all employers, including Central Motor Lines.

Page 2
Mr. J. K. Hall
March 25, 1963

Later in the year, I again contacted Mr. Hoffa to discuss this section of the contract with him, at which time he advised that the committee knew of no satisfactory air conditioning or mechanical cooling system on the market for sleeper cab tractors and suggested that I have Mr. Rex Sprinkle check with the various manufacturers to ascertain whether there was any research being conducted to find a system which would operate properly on sleeper cab tractors in all types of temperatures and humidity.

In accordance therewith, I contacted Mr. Sprinkle, an Operator member of the Joint Committee, advising him of the information which the Chairman of the Union Members of the Joint Committee requested.

Mr. Sprinkle, with the help of some other operators, found that there were two companies who were researching and felt that they were in a position to manufacture air-conditioning or mechanical cooling systems which would operate properly on sleeper cab tractors, in all types of temperatures and humidity. However, they were still in the research stage and it would be approximately six to twelve months before they would be into full production.

Mr. Sprinkle advised Mr. Hoffa of these facts and requested that another extension be granted by the Joint Committee on the effective date that all new equipment must be equipped with air-conditioning or mechanical cooling systems.

In accordance therewith, the effective date of this section was extended to February 1, 1963.

In January, 1963, neither of these manufacturers were producing these air conditioning or mechanical cooling systems for sale but were still in the experimental stages. At the Joint Committee meeting in Chicago on January 10, 1963, Mr. Sprinkle presented to the Committee the information that the manufacturers were still in the testing period and that one of the operators had agreed with the manufacturer to place several of these units on their equipment to be tested for a minimum period of six months. He requested the Joint Committee to again extend the effective date of this section until these mechanical devices could be tested as it was clearly shown that the existing devices did not operate properly in all temperatures and humidity and were severely damaging the sleeper cab tractors.

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Mr. J. K. Hall
March 25, 1963

The Joint Committee in session on January 10, 1963, by unanimous vote, extended the effective date of this section until January 1, 1964, unless through tests, these mechanical devices would prove to be satisfactory and were manufactured and available to the operators prior to that date.

If there is any further information which you desire, please advise me.

Very truly yours,

John T. Grigsby

JTG/bg